AMONG THE AUTOMOBILISTS.

BUSY WEEK PROMISED IN COM-PETITIVE BRANCH OF SPORT.

Vanderbilt Cup Conditions and Motor Parks way Plaus May Be Revealed-Rules for the Stock Car Race May Also Be

Formulated Next Saturday-Gossip. Next week will be a busy one for automobilists interested in the competitive branch of the sport, for it is a practical certainty that the facing board of the American Auto-mobile Association will make some announcement concerning the 1907 contest for the Vanderbilt cup and that there will be an interesting statement made public regarding the plans of the Long Island Motor Parkway. Jefferson DeMont Thompson, chairman of the A. A. racing board, has received copies of the rules for the different European racing contests and is studying them in order to ome familiar with the regulations before calling a meeting of his board for some day next week. It is expected that Mr. Vanderbilt will be present at the meeting and report regarding what he learned during his recent trip abroad about the attitude of the Eurorean clubs toward the Vanderbilt cup contest.

* It is understood that the rules for this year's race will not be materially changed from the conditions that have prevailed for the three former contests, and while no offloial announcement on this score has been nade, it is understood that the rules will be substantially the same as for last year's race. While the exact route to be taken by the Long Island Motor Parkway may not be made public next week, it is likely that some definite announcement will be made regardthe time for beginning work on the construction of the exclusive motoring highway and also as to when a part of it will be completed that will be available as a tryingout ground for candidates for the American team in the next Vanderbilt cup race. There are a num-ber of American makers who have racing cars well under way at their factories, some of the machines being promised ready for goad work in two weeks, for which there will be no real opportunity for severe testing at continued high speed until at least a portion of the Parkway is finished, and it is believed that the Parkway officers will do what they can to ease the minds of these racing car

Another important meeting scheduled for this week will be the gathering of engineers. at Indianapolis on Saturday to formulate plans and restrictions to be submitted to the A. A. racing board as suggestions for ules to govern the proposed contest for American stock touring car chasses some time after the Vanderbilt cup contest. It is unlikely that Chairman Thompson's health vill permit him to be present at this meeting, as he had hoped; but Secretary F. H. Elliott of the A. A. Will be present to represent the organization and to report to Chairman hompson on his return to this city from his State association organizing trip through the south and middle West.

Charles E. Duryea of Reading. Pa., one of this country's pioneer automobile manufac-turers and the chairman of the advertising and publicity committee of the American Motor Car Manufacturers' Association, visited the association is offices in this city yesterday, Jir. Duryea remarked that all the discussion over possible stock car races on the Long Island Motor Parkway next fall reminded him of the time two of his own cars had competed in the London to Brighton road race in England many years ago, one of his cars deteating all of the French and other European specially built racers.

S. A. Cassidy, a former member of the New York Motor Club, but at present a resident of all imore, was a visitor on automobile row vesterday. He has joined the Automobile Club of Maryland in Balitmore and has been Club of Maryland in Balitmore and has been appointed on its touring and show committees. He brought the news that there is to be a race meet held on the Pimlico track some time next month, the date not having been definitely fixed as yet. The feature of the meet is to be a one hundred mile race for stripped touring cars and Mr. Cassidy hopes to secure for the meet the presence of some last cars to make record attempts. He said that the date for the touring contest for the trophy presented to the Automobile Club of Maryland by Dr. Rowe is to be settled next Luesday evening at a meeting of the comuesday evening at a meeting of the com-

"Few commercial vehicle users appreciate the importance of keeping oil and grease off he floors of the garage where such machines are stored," says Cecil H. Taylor, who has had much experience with business motor wagons. "I have frequently seen the solid subser tires with so-called flat spots," which incoduced disagreeable and injurious jotts at each revolution of the wheel to which they were fitted. The user promptly condemns the tire and its maker and tries to convince the latter that a new tire should be forthcorning to replace the defective one. With few exceptions such tire failure is directly traccable to the car having stood for several days in a pool of oil or grease. A tire that has been in use for some time becomes soorous to a greater or less degree and will take up oil very much like a sponge. Oil take up oil very much like a sponge. Oil being a natural solvent of rubber the tire becomes softened where it has absorbed sufficient oil, and after a few days of use the flat spot develops. Even where the effects are not so marked as to be noticeable in this way the tire will be weakened and more quickly destroyed by wear. Where the carries are affected each time, so that the damage is evenly distributed, but the life of the tire is very much shortened."

facturers take a more or less active interest in buyers of their cars to the extent of supply-ing books of instruction regarding the work-ings of the mechanism, little attentior is paid to telling novice drivers anything about steerto telling novice drivers anything about steering a car. An authority on the subject gives the following advice: First efforts at steering are frequently wild careerings over curbstones and sidewalks, due largely to too sudden pulling around of the steering wheel. It is well for the novice to remember that only a slight movement of the wheel is necessary to change the direction of travel. Another point for the beginner is that steadier steering will result if the eyes are fixed on the road a considerable distance ahead of the car instead of being glued in apprehension on the front tips of the fenders. It is the experience of demonstrators and road teachers that by keeping the eyes on a distant point in the road shead the inexperienced driver will do much better than he otherwise would.

While the registration fee proposed is so small that undoubtedly it will be promptly increased by the Stale officials who view motorists in the light of "good things" fit only for plucking, the model law drafted by the American Automobile Association legislative board unquestionably offers solutions of many of the questions that have vexed motorists and the general public since automobiles attained prominence, says the Motor World. The more it is studied the more effective it appears. It provides sharp bits for the mouths of both the reckless chauffeur and the speed mad enthusiast and places in the hands of county officials the records that will assist in the quick detection and punishthe hands of county officials the records that will assist in the quick detection and punish-ment of offenders; it settles the interstate travel problem and it does all these things without sacrificing the precious right to the sacrificing the precious right to the

Some folks whistle to keep up their courage and deceive observers, says the Power Wanon. For some years past the large breeders and sellers of draught animals have been informing whoever would listen that, despite the extraordinary demand for automobiles of all kinds, the demand for horses was steadily increasing. Reams of paper have been soiled in order to prove that this was a clear indication that the draught animal was more than holding his own. Quite as much anxiety, however, was displayed in concealing the fact that useful draught animals are not being bred as fast as the needs of commerce demand: that, in fact, the menace of the commercial automobile has arrested the energy of horse breeders and dealers and quickened the intelligence of a business people who are instinctively aware that no form of animal labor can compete with machinery in a service where the latter is peculiarly well qualified to render assistance. No arguments have ever been presented to combat the contention that the horse in merchandise transportation is inferior to the motor vehicle. Much has been said in vilification of the machine by people who have never tested its economy. Its high first cost is a favorite topic of discussion among concerns who have strong commercial reasons for belittling its performance, but strangely enough such firms have not a word to say about the reduction in drivers' wages, which the employment of the machine affords, or the greater speed, tonnage and mileage it can show to its credit at the end of a year. Nor are we often enlightened concerning the riskiness of draught animal investments which, to quote the language of one of the foremost schampions of the horse, are the "riskiest of risks."

AUTOMOBILE NOTES.

A. S. Robinson of the Harry S. Houpt Company was recently called upon by one of the automobile schools to explain an d demonstrate the Atwater-Kent spark generator which is used exclusively on the Thomas flyer, as an entirely separate system of ignition, in addition to the Bosch magneto.

Mr. Robinson in part said: "The advantages of this system are manifold. By the use of the contact

maker we have done away entirely with the timer and magnetic vibrators, and reduced to a small percentage battery consummation. The contact maker is a very simple piece of apparatus. It is lightly made, is durable and not liable to get out of order or adjustment, Practically the only places to wear are the platinum contacts, but these should last even longer than the contacts on a vibrator coll

"The contact maker, being mechanical, is worked by the power of the engine. It consumes no battery current to move it, as does an electrical vibrator, even though the batteries are extremely low.

"The consumption of battery current is extremely mail. Firstly, because we make but one spark (which is entirely enough to make an efficient explosion in the cylinder, against from three to eight sparks produced by a vibrator, of which but one is wanted. Again, we are able to adjust one spark down to exactly the amount necessary or an efficient explosion, whereas, with the electrical vibrator it is necessary to adjust it to the strength of the magnetism in the coll in other words, we are saving current which has bitherto been wasted Again, if we are using less current and less number of sparks per revolution of the engine it will be readily seen that the platinum contacts will be much more durable. As the contact is made and broken by mechanical power rather than electrical power there is no chance for these contacts to stick, and this avoids the necessity of keeping the batteries to such a high amperage that they will do the work of the vibrator, which should be done by the engine. The duration of contact per explosion is always the same, so con-sequently and fortunately the spark is exactly the same at all speeds. The difference between ordinary vibrator system can be readily seen by placing a low reading ammeter in the circuit

"The inability of this apparatus to make a spark on the reversal of rotation eliminates to a large extent the danger from cranking with the spark advanced. For experiment a four cylinder motor was cranked by hand with the spark advanced. In cranking, as the engine was rotating forward, the generator made an carly spark, which made the motor 'kick' on one cylinder. The motor made but half a turn backward and then stopped, where if there had been an ordinary timer and vibrator the second and possibly the third cylinder would have exploded and caused some harm to the person cranking.

"There is but one adjustment in the whole outfit It is possible to adjust from a very long, hot spark to one extremely light.
"Current consumption is reduced to minimum.

only one spark is generated, even at lowest speeds. therefore saving the current required to make the many unnecessary sparks produced by a magnetic vibrator. Less current is consumed on low speed of the engine than on high, which is not accomplished by any other apparatus. Six small dry cells are sufficient to run a four cylinder car from one to two thousand miles, while two small vest pocket batteries have run a four cylinder car sixty-six miles."

The growing popularity of the landaulet and ilmousine bodies in this country has been very noticeable the present season. E. R. Hollander of Hol-Tan company in speaking of this matter calls attention to the fact that all over Europe the closed and partially closed car are decidedly

more popular than the touring car. The fact that these cars are built so that the windows can be dropped make them in nine cases out of ten far more comfortable and satisfactory than the open ones. This is especially true during the summer time, when the dust nulsance nounced, and during the inclement and cold Two years ago very few closed bodies

weather. Two years ago very few closed bodies were used in America, but the demand is growing greater every year and has been very pronounced during the present season.

Another fact which he calls attention to is the matter of prompt deliveries. Two or three years ago it was impossible to get a foreign car of the first quality, such as the Flat, without waiting two or three months. To-day, as far as the Hol-Tan company is concerned, a special effort is made to keep far enough ahead of orders so that at all times they will have at their show rooms a good selection of Flat cars of different horse-power, with bodies representing the best ideas of the leading European and American builders.

As a sample of how this works, Mr. Flood, the California millionaire, made a special trip to New York about three weeks ago for no other reason than to purchase another Flat car. Entirely unannounced he walked into the Hol-Tan show room, selected his model and left for California the same night

Commenting on the proposed stock car races, E. S. Partridge of Wyckoff, Church & Partridge, says:

"Eventually just such contests as have been outlined at the meeting recently held in this city will be the most popular and practical forms of automobile racing. The general buying public are more interested in the actual accomplishments of real stock cars than in the results of races where no expense or effort is spared to build a special racer bearing no resemblance whatever to the regular cars made by the firm which enters the contest.

"I most heartly indorse a fair contest over an approved course between cars not built as racers, but coming from the factory as regular stock cars such as can be found or bought at the company's salesrooms.

"It is a pleasure to enter cars in a contest arranged by a legitimate organized body. We propose to onter the Stearms cars in all legitimate contests, and we will surely be represented in the proposed stock touring car races to be held under the auspices of the A. A. A. The disregarding of horse-power and the rating of cars according to their cylinder contents, as proposed under the new rules, is a change which will be welcomed by all true lovers of a fair race."

Lately a great number of automobile concerns have been making a specialty of calling attention to some particular feature où their cars such as a double carbureter, a special kind of clutch and so forth. Asked what particular feature stood out on the Royal Tourist. C. A. Duerr of the company of that name stated that the day for selling automobiles on the strength of any one good polat was past. "With the Royal," He continued, "we do not make a specialty of any one good feature. If the termspecialist were to be applied to us in any sense, it might be as far as it takes in our entire chasts. There we have stuck to the same old fundamental principles laid down years ago—keeping the good points and climinating the weaker ones that should be discovered to us by a season's use under touring conditions. The Royal Tourist is not a car like unto a great chain with one or more weak links in it. Each link in the chain that goes to make the complete Royal Tourist is forged with that care and knowledge that has come to the builders by years of careful study and practical experience."

y miles an hour. His answer was to "I'd run into the ditch," he red. 'I'd run into the ditch, "he red. 'I'd run into the ditch," he red. 'I'd run into the ditch, "he red. 'I'd run into the red. 'I'd run into the ditch, "he red. 'I'd run into the ditch, "he red. 'I'd run into the ditch, "he red. 'I'd run into the red. 'I'd run into the ditch, "he red. 'I'd run into the run into the red. 'I'd run into the run into the

Profiting by the experience of last year when so many cars in the Gildden tour had spring and axis trouble, those about to enter for the A. A. A. contest to be held in July, are ordering their cars equipped with Truffault-Hartford shock absorbers, which are famed for the protection they provide against such accidents.

such accidents.

Among the applications received is one from Kenneth K. Otis, of Cleveland, who had his four cylinder, Pierce Great Arrow, equipped with the shock absorber last year, and has just written to President Hartford, of the Hartford Suspension Company, staling that he will have the six cylinder Pierce Arrow equipped with a set of Haitford suspensions when he goes on the Gildden tour with it this year.

Race meets at Atlantic City, which have been held in the past on the beach, have not met with sufficient success to warrant the promoters to take any active interest in arranging for the events this summer. It remained for a company of New York motorists to suggest a possible course that should develop remarkable fine conditions for automobile speed contests. To this end Edgar Gibbs Murphy, with his Stearns car, took Mayor Stey and a number of the officials of Atlantic City over the Boulevard, the proposed course, for the purpose of discussing the proposed course, as the folial purposes. At this famous watering resort on the Boulevard that enters Atlantic City, which has a stretch of over four miles and is of sufficient width for all purposes. The course, as many motorists are aware, is dotted with bridges, the approach to which is on the incline, which will require expert driving and will better test the mechanism of a car.

Walter Edge of Atlantic City will take an active interest in the proposition, and will have arrangements made for parking space and accommodations for spectators. The credit for the suggestion must be given to E. S. Partridge, vice-president of Wyckoff, Church & Partridge.

One of the largest day's shipment of automobiles ever received in New York city were the thirty trim looking 18 to 20 horse-power Reo touring cars received by R. M. Owen & Co. recently. Mr. Owen says that this popular model is frequently received in quantities of fifteen cars in a shipment, but owing to the unusual demand which has arisen with the return of pleasant weather and the favorable condition of roads, it has been found necessary to double the customary order for shipment. There is a uniform good feeling among Reo dealers all along the line over the prompt deliveries which the Reo Motor Car Company is making in strict accordance with the guarantees made in October last.

An illustration of how much work and expense is involved in combining simplicity and strength and reducing the number of parts in the modern high grade car is found in a factory detail related by James Joyce, general manager of the American Locomotive Automobile Company. An Interchangeable half time shaft, having the cam's integral with it, is a distinctive feature of the Berliet car. For making these accurately alike, so that each one will nit any car perfectly, machine work of great precision was required, and this necessity called upon the resources of the locomotive concern for a new piece of machinery, which was duly created. By means of it the shaft and cams are turned out from the solid steel bar, with a master cam compelling accuracy. The granding machine is complicated and its work slow and costly, but its product is simple and strong and accurate.

Ground was broken on April 1 for the erection of two large additions to the plant of the Diamond Rubber Company. The new structure will add a total of practically four acres to the floor space of the Diamond plant, the great majority of which will be utilized in the extension of the automobile tire departments. For the first six months of the 1907 season, which dates from September 1, the sales of Diamond tires have been considerably more than 100 per cent, greater than for the same period of the preceding year. It has always been a problem to supply the demand for Diamond tires, especially during the seasons of heavy deliveries, and these extensions, it is expected, will obviate all such difficulty in future. Incidentally the capitalization of the Diamond Rubber Company has been increased from \$3,500,000 to \$5,000,4 stockholders.

Millard P. Smith of hith, Gray & Co. Is one of the many former devotees of the horse who have forsworn their allegiance and become enthusiastic automobilists. A little less than two years ago Mr. Smith bought his first car—a Lozier limousine—in order to spare his horses vigorous service for town work in the winter time. The fascination for automobiling, however, proved so great that in the spring, he purchased another car—a 40 horse-power Lozier—for touring, and the result is that he has practically disposed of his stables, and his Prooklyn garage, containing three automobiles. is one of the best equipped private garages in that

Local automobile enthusiasts whose enjoyment has suffered from the severe weather of the last winter will be interested to learn that the season abroad has, at least in part, been most unfavorable. D. E. Skinner of San Francisco has been making an extended foreign tour with a party of friends in a 33-45 horse power Renault and reports a wretched condition of the roads in the interior of Sicily. Until the present year Sicily has been a favorite with globe trotting motorists, but now practically all the highways except the famous Circum-Sicily are so wet as to be almost impassable. Before going to Sicily Mr. Skinner and his party took an interesting tour through Algeria.

In Cleveland a dealer who handles a Western made car employs an old two cylinder Winton for towing purposes. He has disguised the old timer as much as he can, but the familiar chug chug of this two cylinder advertises its genealogy and the fact that the dealer in question picked out a good one for the purpose of bringing home his cripples.

It is stated that the King of England has ordered Continental tires as the regular equipment of his cars.

During the recent run of Edward Gibbs Murphy to Atlantic City in his Stearns great interest was excited in the Crescent rim formerly known as the Harburg rim, which is a part of its equipment. Mr. Murphy's is practically the first car to be so provided with the rim, and on actual experience, working under the watch, the tire was removed and readjusted in three minutes. A further demonstration of time that was interesting to observers was the taking off the shoe and the wheel and readjusting the same in seventeen minutes. During the recent run of Edward Gibbs Murphy Atlantic City in his Stearns great interest was

and readjusting the same in seventeen minutes.

Tourists are patterning after the French in the purchase of cars for 1907; limousines and landaulets are the types chosen for road work. It has been demonstrated repeatedly that this type of car is more serviceable than with the regular touring body, and in many degrees more comfortable. At the salesrooms of Wyckoff, Church & Partridge, the home ofthe C. G. V. in this country, there were found three types of closed cars of this farmous French make, the appurtenances plainly showing that they were constructed solely for touring purposes, even to the requisites for long tours.

Herbert H. Lytle of Vanderbilt cup fame, accompanied by a party of newspaper men, made a record run to Port Washington, L. L. and return one night last week. Lytle was at the wheel of the new type XV. 50 horse-power Pope-Toledo touring car and had six passengers with him. The trip down was made via the Thirty-fourth street ferry at a rate better than forty miles an hour.

It was on the return trip, however, that Lytle showed the occupants of the car what the new Pope-Toledo could do. He left Port Washington at 10 P. M. and arrived at the Astoria ferry at 10:29 P. M. having covered nearly twenty miles in twenty-nine minutes. The route followed on the return trip was through Manhasset, up the steep Manhasset hill, by the Lakeville four corners and through Pay Side and Flushing to Astoria. The Manhasset Hill was negotiated on third or direct drive speed, a feat which many claim but few accomplish.

Road conditions between New York and Philadelphia are still poor, but evidently improving, for M. L. Herzog of this city made the run in his 60 horse-power Berliet Thursday in less than three hours, the car carrying seven all told. Mr. Herzog's chause used on the tip, which shows a remarkably small consumption.

The Martini car will soon become prominent in the American market in another line. Mr. Paimer of the company is now visiting the home office to arrange for an importation of Martini trucks and motor boats. Because of their success over sorse of the roughest and steepest hills and mountains in Europe, a prominent brewer has said to Mr. Palmer that if he can introduce the Martini trucks into this country he has no doubt that they will meet with the highest success.

It is Mr. Palmer's intention to enter the Martini motor boats in a number of the speed contexts to be held on the waters near New York this summer. These boats have been very successful in Europe.

Cornell Fencers Have It Easy With Canadlans.

ITHACA, N. S., April 6,-The Cornell fencing team wound up its season last night by de-feating the University of Toronto, which holds the Canadian championship, in easy fashion by a score of 13 to 5. By agreement the first team to score 13 points was to be the winner. To accomm odate Toronto the teams were composed of five men each, instead of the regulation three usually found in contests in the United States. Harries of Cornell won all of the matches and Fried of Cornell won four out of five. The summary:

First Round—Harries, Cornell, defeated Sherwood, Toronto: Beverly, Toronto, defeated Sherwood, Toronto, Carey, Cornell, defeated Klinger, Toronto, McCurey, Toronto, defeated Barzaghi, Cornell.

Second Round—Fassett defeated Sherwood: Beverly defeated Fried; Carey defeated Sherwood Beverly defeated Klinger, Harries defeated Beverly

Third Round—Bassett defeated Golding: Fried defeated Klinger, McCurey defeated McCurey, Fourth Round—Fasseit defeated Klinger, Harries defeated Golding, Fried defeated Sherwood. holds the Canadian championship, in easy

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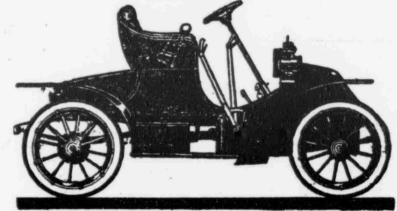


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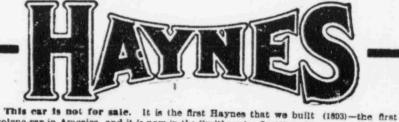
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\$1200.

The economy, efficiency and reliability which make the Autocar the favorite of physicians, whose trying service demands these qualities in superlative degree, should be the determining factors in the selection of a car for pleasure. It is also a satisfaction to know that you

> THE EASIEST RIDING AND BEST FINISHED CAR IN ITS CLASS.

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asolene car in America, and it is now in the Smithsonian Institute Museum. It testihes to the fact that the Haynes is America's oldest automobile, the pioneer. Since then the Haynes has always led in invention, every modern car is in debt to it, and it still leads with features, now unique, that will be widely copied in standard cars next year and after. For instance, the use of roller bearings all along the power route, from piston

stroke to hub. The reputation of the makers should ount toward your choice. We can deliver any 1907 Haynes mode immediately. Model S, 30 H. P., seats 5, \$2,500; Model T, 50 H. P., seats 7,

Haynes Automobile Co., Telephone 1346 Columbus 1715 Broadway for a demonstration

FOOTBALL CUT AT PRINCETON.

Faculty Limits Schedule to Eight Games -No Contest With Dartmouth.

PRINCETON, N. J., April 6 .- A slight reform in football at Princeton was announced to-day by the faculty, the schedule for the coming reason being cut from ten to eight games. the schedule had been completed by the football management this change necessitates the cancelling of two games, one of which is that with Dartmouth. The other has not yet been picked but will probably be a game with one of the smaller colleges.

The faculty has given no reason for this shortening of the schedule, but it was probably due to the fact that they felt that the preparation for the games consumed much time which might be better spent by the students.

Think Miles is Afraid to Play Young Jay Gould.

Special Cable Desputch to THE SUN. London, April 6. Jay Gould is eager to compete at lord's for the gold racquet, the adge of the amateur championship of court Miles, who is the holder. Miles on being told of this sold be feared that pressure of business would prevent him from playing.

The impression is beginning to prevail that Miles, who has also refused to defend the court tennis championship, is afraid to nect tennis, thinking thus to meet Eustace H.

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FOR SALE, cheap, RAINIER 1906 30.35 H P. top; 2 extra shoes; Prest-o-lite tank and other extras; first class condition; just been overhauled, AUTO, nex 105 Sun office.

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No matter what car you are looking for you will find it here at a lower price than you expected to pay. Look at this partial list of 1906 Models:-

Cars from \$250 up to \$7,000.00

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Runabouts from \$150 up to \$3,000.00

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Our new accessories department enables us to supply you with everything pertaining to the Automobi TIMES SQUARE AUTOMOBILE CO. 1599-1601 Broadway Connecting with 215-217 West 48th St.
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MAY 1ST. For the next 10 days we intend selling

AT ACTUAL COST

all of our 1905 second-hand automobiles, of the following high-grade makes: Pierce Great-Arrow, Columbia, Pope-Toledo, White Steamer, Pope-Hartford, Cadillac, Rambier, Ford, Wayne, Oldsmobile, Reo, Auto-car, Franklin, Buick, Winton, Premier and Richard Brazier, ranging in price from \$250 to \$2,000; runabouts, \$125 to \$350. This is a big opportunity to buy a car at less than HALF PRICE

WE ALSO OFFER 10 New Pope-Tribune Runabouts at LESS THAN COST

Don't delay. See these cars at once. Remember, this special sale for 10 days only.

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20 Carloads Scarce Autos. for Limensines, Landaucttes and Runa

Besides all the agencies for new automobiles ing their second-hand cars to this most office and OLDEST exchange in MANHATTAN.
Following makes offered: Pierce Arrows, \$2.500; Packards, four cylinders, \$550 in Casi Stevens-Duryeas, Thomas Flyers, \$550 in Casi Stevens-Duryeas, Fordis, Maxwells, \$6,500, at \$1,200, and too other musical popular benonstrations given.

These, \$20,500 worth of FINEST NEW Actions \$20,500 worth of FINEST NEW Actions of the Advicency of the Action of

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